

RECOMMENDATIONS OF SP AFI RAN 2008

Recs No. Strategic Objectives*	Title of Recommendations	Text of Recommendations	Follow-up Action	To be initiated by	Deliverable/ Intended Outcome	Target Dates	Status of Implementation
<p>Rec 3/3: A & D</p>	<p>Performance-based approach and measurement</p>	<p>That APIRG and regional safety groups develop indicators that are specific, measurable, achievable, realistic and time bound and attach them to the performance framework forms (PFFs) in the appropriate box, using the following metrics and/or others determined to be appropriate indicators for the African continent</p>	<p>Include tasks in the APIRG & Subsidiary bodies programme</p>	<p>APIRG & Subsidiary bodies</p>	<p>Performance indicators for AFI Region</p>	<p>APIRG 17</p>	<p>Matrixes under development in coordination with ICAO HQ</p> <p>For AIM See Appendix 3.6F of APIRG/17.</p>
<p>Rec 6/9: A & D</p>	<p>Performance-based navigation (PBN) performance objectives</p>	<p>That APIRG adopt the Performance Objectives as contained in the performance framework forms in Appendix D to the Report on Agenda Item 6:</p> <p>a) optimization of the air traffic services (ATS) route structure in en-route airspace;</p> <p>b) optimization of the ATS route structure in terminal airspace; and</p> <p>c) implementation of vertically guided required navigation performance (RNP) approaches.</p> <p>That States develop their national action plans to meet the requirements of the regional performance framework forms, as a matter of priority to meet the PBN implementation goals established by Assembly Resolution A36-23.</p>	<p>➤ Implement recommendation.</p> <ul style="list-style-type: none"> • Identify action parties and specific target dates. • Update PFFs. • Follow-up • Provide guidance for States. <p>➤ Implement States recommendations.</p> <ul style="list-style-type: none"> • Identify action parties and specific target dates. • Update PFFs. • Follow-up 	<p>APIRG (PBN/TF)</p>	<p>Updated PFFs</p>	<p>PBN TF/4</p>	<p>See APIRG 17 Conclusion 17/41</p>

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<p>Rec 6/10: D</p>	<p>Support for establishment of an Africa ICAO flight procedure office</p>	<p>That:</p> <p>a) States and international organizations support the implementation of an AFI flight procedures office; and</p> <p>b) ICAO disseminate a letter, with supporting documentation, inviting interested States and international organizations to submit proposals for establishment and hosting of the FPO.</p>	<p>Provide support to FPO.</p> <p>State letters to invite States to make proposal</p>	<p>States and International Organisations</p> <p>ICAO HQ.</p>	<p>Support for FPO</p> <p>Invitation to establish FPO.</p>	<p>Based on APAC FPO experience to be reviewed by APIRG/17.</p>	<p>See APIRG 17 Conclusion 17/52</p>
<p>Rec 6/11: A & D</p>	<p>Implementation of WGS-84 and eTOD</p>	<p>That APIRG adopt the AIM Performance Objective: Implementation of world geodetic system-1984 (WGS-84) and electronic terrain and obstacle data (eTOD) as contained in the performance framework form in Appendix E to the Report on Agenda Item 6.</p>	<p>Implement Recommendation</p>	<p>APIRG</p>	<p>Full implementation of WGS-84 & eTOD</p>		<p>See APIRG 17 Conclusion 17/90</p>

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Rec 6/28 A & D	Implementation of a Global ATM System ICAO technical cooperation project Long-term project	States were encouraged to join ICAO TC project for implementation of performance-based air navigation plan. A project for assistance to States in the implementation of PBN has been developed and the draft presented at APIRG/17 meeting.		ICAO States	Regional project for assistance to States in the implementation of performance-based air navigation systems	Implementation on continuous basis Update at APIRG/17 meeting	Adopted. To be continuously reviewed In TC programme for 2011 to get resources

*Note: ICAO has established the following Strategic objectives for the period 2011-2013

A: Safety: Enhance global civil aviation safety;

B: Security: Enhance Global civil aviation security;

C: Environmental Protection and Sustainable Development of Air Transport: Foster harmonised and economically viable development of international civil aviation that does not unduly harm the environment.